

COMMENT

IT NOW IS quite plain, that the most Britain can hope for from any revision of the EEC Common Fisheries Policy, is a 50-mile protected belt off only a quarter of the British coast. This is all it seems the Government considers worth asking for and the odds are we will get a lot less.

To say the least, the fishing industry is soured by the antics of politicians. Even in these dire times when the industry needs all the support it can get, there must be some wry smiles in the fishing ports as the Conservative party now starts to set about the Government over its attitude towards renegotiation of the CFP. After all, was it not the Heath Government which got us enmeshed in the first place? In his rush to get into the EEC, Mr. Heath ignored the protests of the fishing industry, which was worried by the implications of the CFP.

Whatever Government has been in power, politically, fishing has always been something of a non-starter. Although fishing provides the nation with a valuable source of food, as an industry it lacks the most important attraction for a Government: votes on a massive scale.

Today, we live in a country where might is right. In this situation, it is men like Jack Jones of the Transport & General Workers Union, who manipulate the Government to a large extent.

Mr. Jones should be reminded that his union has a fishing section and his influence with the Government on the matter of the EEC is vital if his members are to continue to have a job. Or perhaps the same policy prevails in the T&GWU as well as in the Government and only a large voting block counts.

fishing news

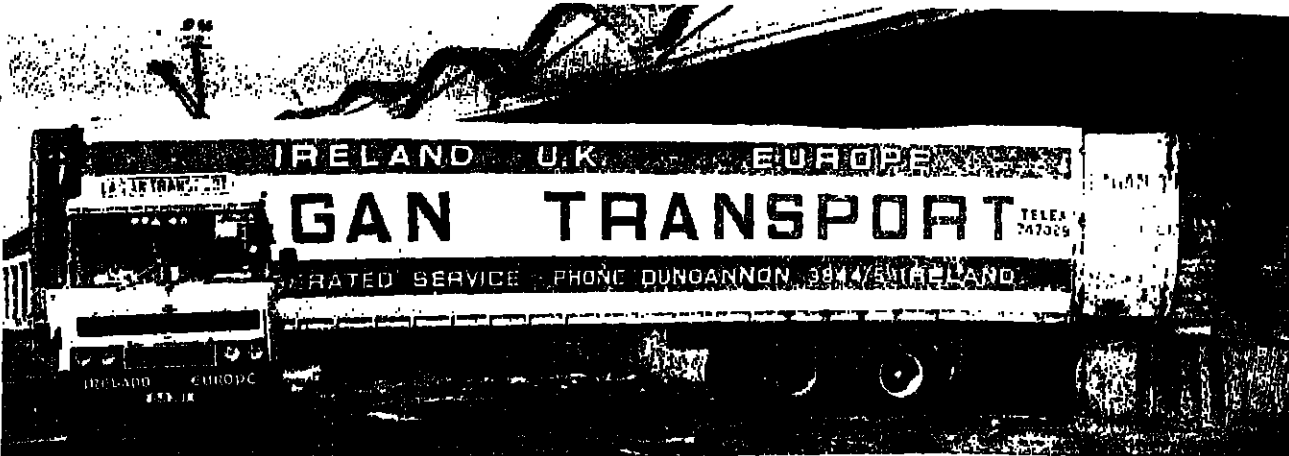
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A Lagan Transport refrigerated lorry from Dungannon at Hull market with a load of Irish fish.

£54,717 Iceland trip

A £54,717 grossing made at Hull last week was the best by a British trawler fishing off Iceland since the Oslo agreement late in May.

Newington's *Hammond Innes* brought back 2,798 kits caught during a 23-day trip. It was also a personal best for Skipper Brian Taylor, whose previous biggest trip grossing had been around £47,000 when he was with

Newington's sidewinder, *Joseph Conrad*, just before Christmas. Earlier last year he twice took out *Hammond Innes* when he relieved his brother, Skipper Dick Taylor, now back with C. S. Forester.

Skipper Brian Taylor went to the Icelandic coast on both trips, achieving grossings of £33,459 for 2,342 kits on July 16, 1975, and £38,194 for 3,538 kits on August 12, 1975. About 2,000 kits of cod and 200 kits of codling were among the latest turnout from *Hammond Innes*.

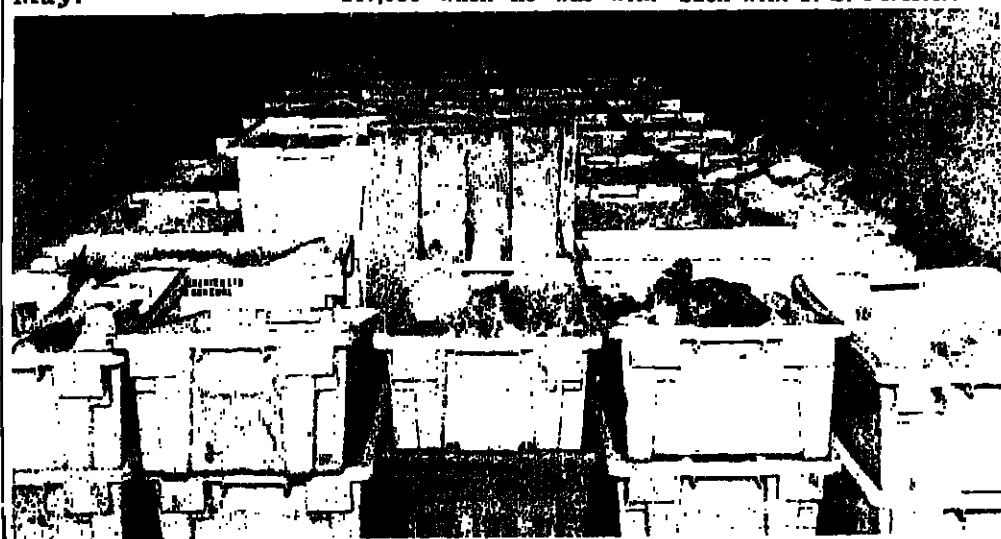
Skipper Brian Taylor told *Fishing News* that a couple of gales had stopped the vessel fishing for 36 hours. He added that the ship's biggest single haul during the trip had been about 300 baskets.

While fish from the Icelandic grounds was selling well last week, the deal to sell Irish fish at Hull is going ahead.

"Regular supplies of Irish fish on a twice-weekly basis are being eagerly snapped up by members of our association," Jack Burt, secretary of Hull Fish Merchants' Protective Association, told *Fishing News* this week.

He said this new venture had started at the beginning of June. The fish arrive at Hull at about 5.30 am in a refrigerated container lorry after the ferry trip from Ireland. The fish is then sold on the market alongside supplies from overland ports.

Among fish arriving last week in plastic boxes were: lemon soles, brill, turbot, pollock, soles, rock hake and John Dory.



Irish fish load in boxes aboard an Irish refrigerated lorry which completes its journey at Hull.

Fast return beats heat

FLEETWOOD'S Skipper Victor Buschini ensured the heatwave did not affect the quality of the stern trawler *Fydeas*'s Iceland catch by bringing her home after only 17 days. *Fydeas* landed 1,817 kits, including 1,400 of cod, which sold for £35,865.

Also successful was the stern trawler *Luneda* (Skipper Bill Reader) which worked Iceland before returning with 1,526 kits, including 1,000 of cod, 200 of mackerel, 270 of coley and 15 of rede, which sold for £29,321.

There was only one other Iceland landing: *Boston Beverley* landed 1,167 kits for £20,500.

But for vessels which have switched to middle-water fishing from Iceland, because of the Oslo agreement, there were different fortunes.

Poor catches

The new stern trawler *Idena* managed a catch of only 357 kits which sold for £6,589, while the side trawler *Wyre Defence* fared only slightly better when she landed 442 kits for a grossing of £7,123.

But if cod prices remained comparatively stable, the same could not be said of hake which has slumped from previous months. In fact one skipper commented that the monkfish in his catch had made more than the hake.

The pocket trawler

Rosamunda, which had 76 of hake in her total of 274 kits, earned £5,411. An average of just around £20-a-kit for a catch containing this amount of hake shows the drop. Other vessels to find hake fishing less profitable than usual were the pocket trawlers *Resilience* (55 kits of the variety in her total of 11 for £2,390) and *Resolute* (135 kits — 30 of hake — for a grossing of only £2,250).

In the near water section it was again the 109ft. *London Town* which stole much of the limelight. Skipper Jack Kelly continued his outstanding success on the north of Ireland grounds by bringing back the vessel with 391 kits, including five of hake, 115 of cod, 25 of plaice, 90 of haddock, 15 of coley and 80 of roker, which sold for £8,177.

On the same day as *London Town*'s landing, the pocket trawler *Replenish* also did well with a catch of 315 kits, including 40 of hake, 56 of cod, 15 of haddock, five of whiting, 185 of coley, which sold for £4,930. Skipper Mick Oldman was in command.

In the inshore section prawns provided a valuable catch for many vessels.

Birds Eye to sell shellfish

WITH three new products due to be launched this week, Birds Eye moves into the seafood market for the first time.

The range includes peeled prawns, breaded scampi and prawn cocktail in pack sizes for two servings.

Although Birds Eye is the country's biggest frozen fish company, until now it has not attempted to enter this sector of the market.

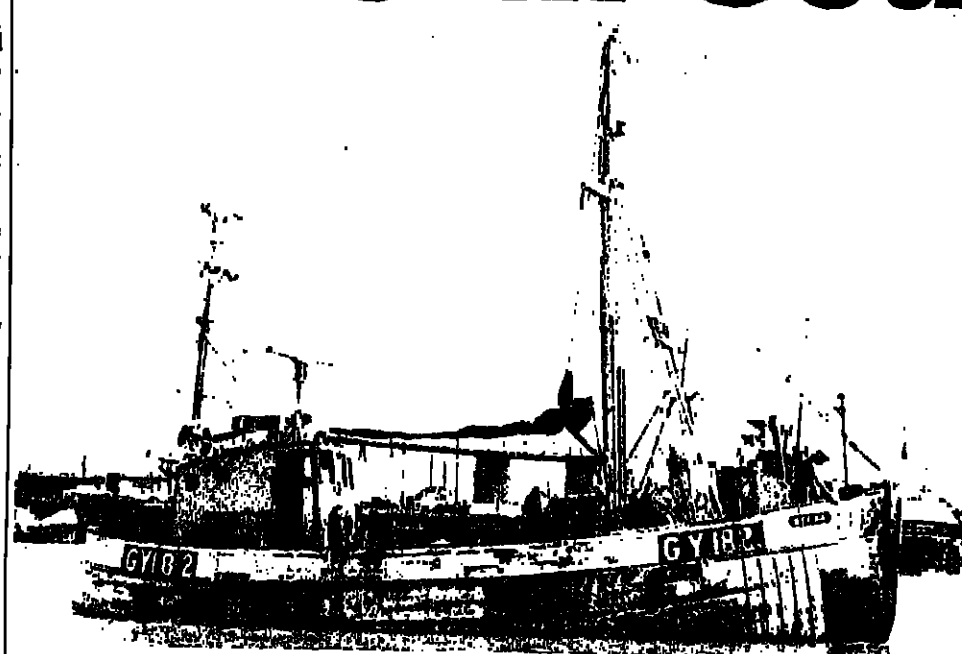
Keith Jacobs says: "We now believe the time is right for a number of reasons. Firstly, although we estimate the total seafood market is worth up to £50m, the in-home sector of that market is valued at only £9m. Last year, the money spent on eating out increased by 18 per cent, but in volume terms there was a five per cent drop.

"Put simply, more people seem to be eating at home. So, we thought, why not serve them with what is probably Britain's most popular starter — prawn cocktail — for example, at something like 20p a head, as well as the two main seafood lines — prawns and scampi?"

At the presentation of its annual review in London last week, Birds Eye revealed that £15m is to be spent on revamping production and another £15m may be used for product development.

Despite the result of the cod war chairman, Kenneth Webb, said: "Our commitment to Humber-side and the fish landed around these shores is as great as ever."

Seiner goes down in North Sea



Bekima — the Grimsby-based seiner which sank on Monday after springing a leak.

IRISH MULLET FIND

TWO WELSH marine biologists have found a previously unknown mullet resource off the West Cork coast.

David and Eifion Jones, of the University of Bangor, North Wales, discovered the mullet nursery off Sherklin

Island and believe that it could extend 50 to 100 miles out to sea.

Though a tasty fish regarded as a delicacy on the Continent where it can fetch up to 30 pence a pound, mullet is not popular in Ireland. It is associated with dirty waters

and polluted rivers. Average fish weights are around three to four pounds.

Commenting on their discovery, both biologists urged the Irish Department of Agriculture and Fisheries to intensify its research programme on fisheries.

Bekima was built at Whitby in 1955 for W. A. Darratt Co. Ltd. Skipper Howard bought her from the Bellaville Fishing Co. in 1972.

Recently he has worked closely with the Lössie Hydraulic Co. to pioneer deck machinery and *Bekima* was due to be fitted with the first losse combination seine winch and rope drums.

SHETLAND SKIPPERS INSIDE LIMITS

TWO Shetland skippers were fined in Lerwick Sheriff Court last Friday when they admitted fishing inside the limits.

John L. Hughson, Skerries skipper of *Comet*, was fined £100 when he admitted fishing 1.65 miles from Out Skerries, and not showing the proper lights.

Norman Gray, an Unst man and skipper of *Sophine*, was fined £75 for fishing 1.62 miles from Balts light.

Manager's new port

IAN THOMSON (34), manager of the Peterhead office of Richard Irvin and Sons Ltd. for the past three years, is changing jobs next month.

He is to become manager of the Whitehaven fish selling office of W. Donnan (Seafoods) Ltd.

His appointment was announced last week by Christian Salvanes (Seafoods) Ltd., of which Donnan is a subsidiary.

Mr. Thomson, who came from Manchester, joined Richard Irvin and Sons in 1961 as a fish salesman at its North Shields branch, moving to Scotland in 1969. As well as at Peterhead, he has represented the firm at Oban, Mullailg, Lerwick and Newlyn.

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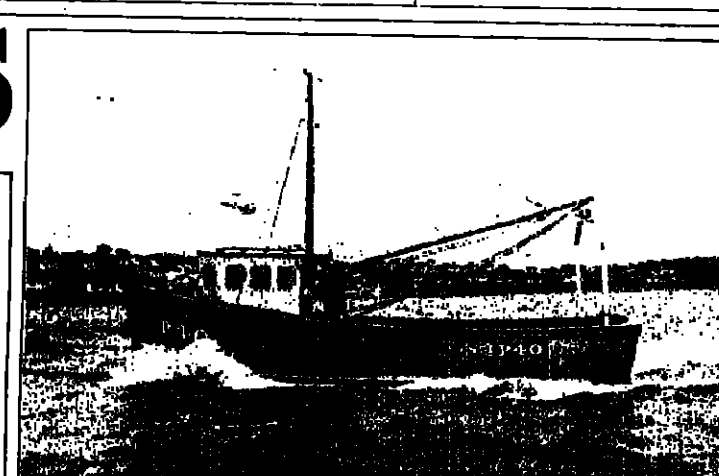
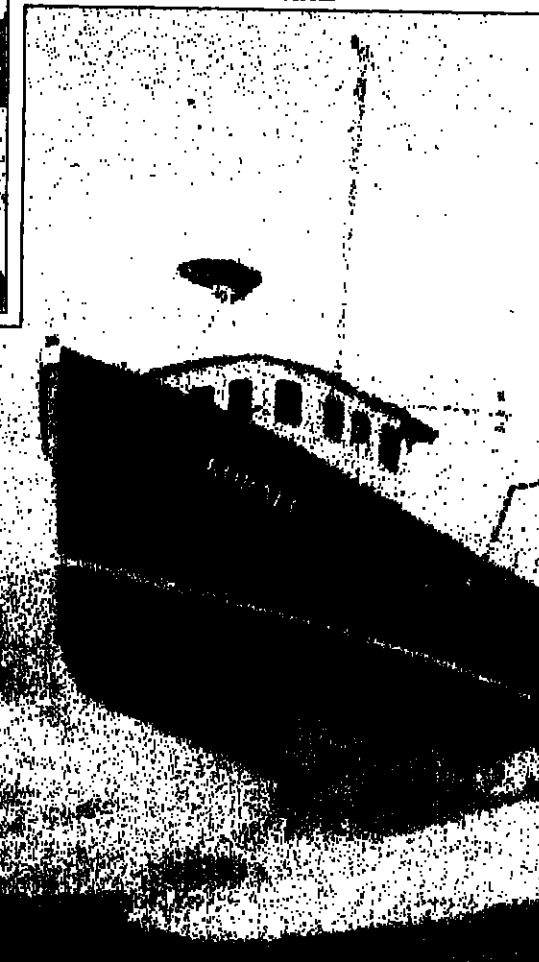
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WORKBOATS

MEAL PLANT TO TEST STARFISH

STARFISH due to be landed at Fleetwood this week could result in a double bonus for local inshore fishermen.

The catch was to be landed by the 50ft. vessels *Fair Dawn* and *Silver Fern*.

Starfish have long been a

menace to inshoremen because they gather in profusion on the plaice grounds. It is hard labour to shovel them back overboard.

Now the vessels' owner, Jack Andrews, has decided — in combination with the fish meal company of Isaac Spencer and Co. Ltd. — to see if they can be turned into animal food.

The company indicated that it was too soon to talk about the project, but Mr. Andrews said: "Morecambe Bay is full of starfish. They are a nuisance to inshoremen, but if they can be processed satisfactorily there could be some big money in them."

"They are there for the catching. At present we have to shovel them over the side."

He said that the starfish would need considerable analysis and experiment. "It will obviously be some time before we know whether the experiment is a success or not. But I am very hopeful."

Mr. Andrews added that, if starfish did become a viable catch, while vessels were hunting them they would also be able to find other varieties such as plaice at the same time. "So, we will be killing two birds with one stone."

Mr. Andrews said that one of the reasons starfish had not been considered as fish meal material before was because there were ample supplies of fresh fish offal, but with the contraction in supplies because of the Iceland situation, fresh materials were obviously going to be needed.

"I am hoping that the fish meal people will be able to solve the various problems and that 'cross-meat' catching, instead of being nothing but a nuisance, will be a commercial proposition for the inshoremen."

In recent years Mr. Andrews' vessels have also experimented with herring and sprat fishing with some encouraging results. However, the high price of rigging vessels out for mid-water trawling means the method is not open to most vessels.

Devon move to outlaw skin divers

DEVON Sea Fisheries Committee wants the Ministry of Fisheries to introduce legislation for controlling skin divers.

Its initial move was a decision at its July meeting to ask the Ministry to ban divers from Start Bay, which is already defined as a conservation area.

Also, the committee is to ask the Department of Trade for laws to make divers show a flag when they are operating.

Harry Worden, the chief sea fisheries officer, reported on meetings he has had with British Sub-Aqua Club members on the problems between fishermen and divers, but it was generally agreed that the troubles were not with BSAC members. It is

the "cowboy divers" who cared little for fishermen or others.

He said that, so far this year, there had been incidents on the South Devon coast at Beer, Berry Head, Start Point, Hope Cove and Burgh Island.

Fishermen at Beer are complaining of more and more divers working without flags, and two had been hit by self-drive boats. Mr. Worden reported that East Devon District Council has been asked by fishermen to ban divers within certain distances of the beach.

The Torbay problem, he said, is just as serious, and one compressed air supplier had reported selling an amount equal to 314 hours' diving time within four days.

At Berry Head, said Mr. Worden, a diver was discovered over a shell fisherman's gear and he declined to move away when asked because, he said, the sea is free.

Queen line for Iceland

ICELAND has placed an order worth £70,000 with the Aberdeen firm of Intel Engineers for a fully-automated line of five machines for processing queen scallops.

Just hours after the deal was signed, the firm received a firm inquiry from Iceland for similar equipment worth £35,000.

THE 65ft. Newlyn long-line *Karenza* fell over at low water when the starboard side leg gave way. Fortunately, the 860-stones of fish in the hold were saved. Skipper Jim Hicks and crew worked hard to save the catch, but there was damage to the hull.

Plane trip laid on for yard open day

CAMPBELLTOWN Shipyard is issuing an open invitation to north-east coast skippers and fishing executives to make a one-day flying visit to Campbelltown to see the yard and its latest boat, the 80ft. seiner — pair trawler *Argonaut IV* built for Skipper Davey Smith.

"In the past we have often organised 'open days' for new vessels when they arrived at their home ports," says Leslie Howarth, the yard's director and general manager.

"But, on this occasion, we have chartered a 40-seat plane to bring the guests to Campbelltown so that they can see the yard as well as the boat."

"James Gordon, a director of Associated Fisheries in Aberdeen, has kindly agreed to compile a list of visitors, so anyone wishing to make the trip should contact him."

The plane is scheduled to leave Aberdeen at 9 am on Saturday, July 17, and return there in the late afternoon.

"We are hoping that some of our old friends from the north-east will take this opportunity of visiting us 'at home' and, also, that others

who have watched our boats in action will be interested to see how we build them," says Mr. Howarth.

Both *Argonaut IV* and the Campbelltown Shipyard are talking points in fishing these days. The vessel is specially interesting because her layout and gear incorporates the latest thinking of Davey Smith, one of Scotland's most successful skippers.

The yard, too, has successfully applied "assembly line" techniques to the production of steel fishing boats of well-proven designs. But, being in a fairly remote site, it is difficult to visit the yard.

Five standard seiner/pair trawler designs between 70 and 90ft. overall are now available. Most popular of these is the Campbelltown 80,

of which *Argonaut IV* is the 15th vessel completed.

"With the run-down of the distant-water fleet following the latest agreement with Iceland, more attention is being focussed on vessels of the size we build," says Mr. Howarth.

"In anticipation of increasing demand, we have on the drawing board a new 'family' of stern trawlers."



DEESEA DENIMS

THE CREW of the Scarborough boat *Our Rachel* tried to help a friend whose new denim jeans were just a little too big for him last week.

The boat, skippered by Colin Jenkinson, towed them 221 miles from Fraserburgh to Scarborough to shrink them. But, after the 28-hour soaking, the jeans hadn't shrunk an inch.

Drums for Devon seiner

The first set of seine rope drums on a Devon boat have been fitted aboard the 75ft. *Constant Friend*. After an extensive refit at the Dartmouth yard of Philip & Son, two Losle drums have been installed on the Irvin-built vessel which has been fly-dragging out of Brixham for the past eight months.

Following a couple of trips with the drums, Skipper Tony Rex told *Fishing News* that he is very pleased with the results. "They have cut out a lot of the effort needed for this type of fishing," he said. A full report on fly-dragging experiments taking place in Devon will appear in the August 6 issue of *Fishing News*.

NOW A WOODEN 'SURVEY-BEATER'

FOLLOWING the news that a Pembroke firm is building a steel boat of the maximum size exempt from the new DTI safety rules, comes details of a wooden boat with the same object in mind.

This appears to be a growing trend as fishermen become increasingly worried about government fishing boat rules.

The new boat is under construction at the Cornish yard of Gerald Peart Ltd. and her

overall length of 38ft. 6in. means she is just under the 12 metres (39ft. 3.2in.) limit at which safety rules become mandatory.

The main timbers and frames are in English oak, with the planking in iroko. The beam of the boat is 13ft. and she will be powered by a Gardner 8LXB of 170 hp.

The 38ft. 6in. wooden boat building at the Peart yard. Just 9in. save her owners from the headache of DTI surveys.



The boat will have a forward wheelhouse, leaving a large cockpit, and she will be equipped for hand lining, net fishing and trawling. This will allow the boat to use whatever method of fishing is currently profitable.

Owners of the new boat will be Messrs. B. M. Kirby of Hallowford, and this will be the third boat it has ordered from Gerald Peart Ltd. in recent years.

The new boat is being built to WFA standards and will be equipped with comprehensive electronic equipment.

This trend towards boats built to be exempt from the safety rules — and so saving the expense of surveys — is bound to continue. It must only be a matter of time before one of the major GRP firms introduces a hull in this size range.

Tow off

THE Dutch beam trawler *Wolpert Frank* ran aground on the South Halm Bank, off Lowestoft, in thick mist last week. A pleasure boat passed a line from the grounded ship to *Wolpert Frank*, an inshore trawler, and the Dutch boat was pulled clear.

Dock smash holes boat

THE Grimsby pair trawler *Grenada Pearl* was badly holed on the starboard quarter on June 28. The sealer *Maxwell* collided with her while manoeuvring for a berth inside Grimsby fish docks.

No one was hurt in the incident, but Grimsby fire brigade was summoned and put a pump aboard the vessel when she later had to cross the docks to be put up on the slipways for repairs.

Crew members and shore staff plugged the broken timbers with bags of sawdust and a tarpaulin. *Maxwell* was only slightly damaged.

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on June 26.

The new rates of interest are, for fishing vessels under 80ft. and new engines: up to five years, 11 per cent; five to ten years, 12 per cent; ten to 15 years, 13 per cent; over 15 years, 14 per cent.

For processing plants: up to five years, 14 per cent; five to ten years, 14 per cent; ten to 15 years, 14 per cent; and 15 to 20 years, 15 per cent. Rates on loans made before June 26 are unchanged.

Port asks for aid—now

THERE has been a call for quick action to help Fleetwood's fishing industry.

Peter Hewett, president of the Fleetwood Fishing Vessel Owners' Association, giving his reactions to the Commons statement on investment in the industry made by the Minister of Agriculture, Fisheries and Food, Fred Peart, said: "What the Minister has said is interesting and we welcome his indication that the industry will be helped."

"But these are still in the proposals stage. The industry badly needs immediate aid and it needs to know which way it is to go."

"The Government has to hammer out a firm fisheries policy as soon as possible."

"We have been hard hit at Fleetwood by the recent developments and, no doubt, will be hit further. And unless the Government decides on a policy soon and shows us that they want a fishing industry, it will not be a question of redundancies but of whole companies going out of business."

Topped

THE VALUE of white fish landed and sold at Peterhead during May was £1,813,812 — a port record.

This was revealed in the collector's returns which showed that the value of the catch in May last year was £1,064,703. Improved quayside prices have boosted the monthly value for some time.

Peterhead Harbour trustees, at their monthly meeting, heard of plans to extend the harbour offices to provide accommodation for pilots and a board room for meetings.



Endeavour — Skipper Matthew Hutchinson's boat which may stop fishing because of the DTI survey.

Same job for boat ten-foot shorter

SKIPPER Matthew Hutchinson of Whitby is soon to take delivery of a new GRP general purpose fishing vessel from the Palmouth, Cornwall, yard of Cygnus Marine.

Speaking to *Fishing News* in Whitby, Skipper Hutchinson said he had chosen a GRP boat as it would be cheaper to build than a wooden one; also, the up-keep would be much easier.

Whitby is the home port of the largest GRP fishing boat in the UK, the 54ft. *George Weatherill*. This vessel was moulded by Halmatic, in the Orkneys, and fitted out by the Middlesbrough yard of E. and L. P. Pinkney Marine in

1973 for Whitby businessman, Mr. C. E. Jarman.

Skipper Hutchinson said that he had seen *George Weatherill* on the slipway when she was about two years old and he had noticed that her hull was showing very little wear and tear. "This had helped him to decide to have a GRP boat built for himself."

His new boat will be 38ft. 7in. long, with a beam of 14ft. and draft of 6ft. The wooden wheelhouse will be aft and the engine, a Gardner 8LXB of 110 hp.

With her good beam, transom stern and quite deep draft, Skipper Hutchinson believes the new boat will have the same capabilities as his present much longer command, *Endeavour* (WY1).

Built in 1934 at the Anstruther yard of Walter Reekie, *Endeavour* is the oldest of her type in the Whitby fleet. She has always been well liked for her attractive lines.

She is an excellent example

of the wooden canoe-sterned vessels built in Scotland in the 1930s primarily for herring ring netting. Several of this type were built for Whitby.

With a registered length of 46.7ft. and beam of about 14ft., she is fully-decked and has her wheelhouse placed aft.

The crew's cabin is forward, fishroom amidships and engine room aft. The boat was fitted with a reconditioned Kelvin 88 hp engine about two years ago.

Endeavour has always been owned by the Hutchinson family and has worked ring nets, drift nets, long lines, pots and salmon drift nets.

With the time for her Department of Trade safety survey looming up, it may be that *Endeavour* will have to retire from fishing.

Skipper Hutchinson said the cost of the survey, and the work required to make her satisfy the modern requirements, had helped him decide to buy a new boat.

WELL-KNOWN Stonehaven fisherman, John (Johnny) Watt, has died at the local hospital after a short illness.

A native of Shieldhill, near Caterline, about five miles south of Stonehaven, Mr. Watt (81) started fishing on leaving school. He went to Stonehaven in his teens when the family vessel moved there.

OBITUARY

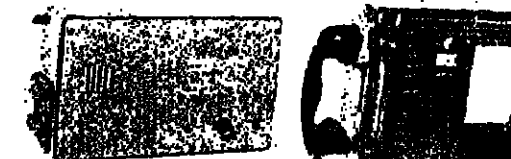
boat, *Mary Gowan*, sold her a few years ago then concentrated on fishing during the summer months.

During World War II, he served with the Royal minesweeper patrol boat

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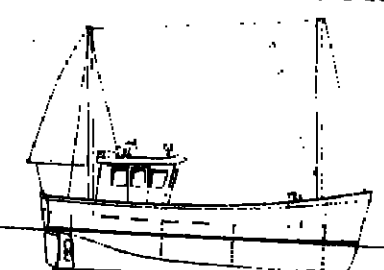
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Sail boat's warning . . .

THE historic Newfoundland fishing schooner *Norma* and *Glady's* will sail up the Thames into London on Saturday, July 17, during a round-the-world voyage to present a Canadian warning on dangers to the sea's living resources.

The vessel will berth at the St. Katharine's Yacht Haven, below Tower Bridge, and will be open to the public before sailing on July 20 for Bristol. She will be on show there from July 24-29.

The hold of *Norma* and *Glady's* has been converted into a display area housing an exhibit which warns of man's threat to sea life. It points out ways of keeping the oceans alive.

The display contrasts the former richness of the Grand Banks grounds off Newfoundland with their present depleted state. The concept of proper fisheries management by the coastal state as a means of conservation is outlined.

Only 50 years ago hundreds of schooners fished for cod on the Grand Banks. Newfoundland alone had a fleet of more than 300. *Norma* and *Glady's* may be the last of them.

Man dies under crabber

A MAN helping to clean the underside of a Devon crabber was crushed to death on Tuesday last week.

The 46ft. *Amanda* (DH 21) went on her side when she was dried out on a river Dart, foreshore. Stanley Crispin of Kingsbridge jumped clear, but Rex Austin (48) was trapped.

Mr. Austin had been helping to clean the boat because, being unemployed, he wanted to occupy his time.

FISHING NEWS

QUALITY KEEPS SALES UP IN THE HEATWAVE

YET ANOTHER week of non-stop sunshine and blistering temperatures could not stop a string of good grossings at Grimsby last week.

The seiners and pair teams did especially well, with the local seiner record being smashed.

Although merchants said they were struggling to sell profitably to usual outlets, there was never any real danger of quantities of fish remaining unsold because of

the remarkable quality of the landings.

Quayside prices might well have been a little better, but with the near and middle water fleets putting in some fine trips and the week's landings topping 35,000 kits, the returns were most encouraging. And this is the time of year when earnings are traditionally slack.

It was the Allard, Hewson seiner *Beverley* (Skipper Johnny Stringer) which set up the port record for an anchor-seiner (*Fishing News*, July 2) with a massive tur-

nout of 460 kits, including over 100 of plaice. Many thought it would be good enough to break Hull's hold on the British record. But it was not to be.

On a well supplied market, the year-old vessel made £9,294 to head a cluster of seiners with catches approaching 400 kits. The port enjoyed its best spell of seines fishing since 1972.

There were some first class grossings from the pair teams, too. With nine teams landing during the week, there was no pair quite good enough to top *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper "Lemon" Richardson), who chalked up a combined tally of £22,887 from 1,223 kits after a 10-day North Sea trip through the John R. agency.

At the other end of the scale the distant water trawlers working Iceland also made the most of improved fishing, which reflected a much healthier state of grossings. For once most of the trips showed profits.

BUT's *Ross Rodney* (Skipper Geoff Carsberg) led this section with a landing last Friday — when the markets were not at their best — of 2,012 kits and a grossing of £31,324.

BUT also took top placings in the middle water section with *Ross Cheetham* (Skipper Eddie Hodson) on £19,685 from 1,274 kits and *Ross Cisset* (Skipper Alan Redpath) on £18,338 from 1,117.

Both 130-footers completed 16-day trips to the Westeries, turning out mixed catches mainly of cod, haddocks and culey.

Foreign POs in deal on prices

AN AGREEMENT signed between producer organisations in Denmark and Belgium means that members landing in either country will be able to get compensation for withdrawn fish.

The basis of the link between the Danish PO, *Danske Fiskeres*, and Belgian counterpart, *Redersentrale*, is that members will respect each others market regulations.

Compensation to a Danish vessel landing in Belgium will be paid at the rate operating in Denmark and vice versa.

Similar arrangements have already been set up by the Belgians with POs in France and Holland. A spokesman for *Redersentrale* told *Fishing News* it is essential that similar agreements be set up between all EEC countries, mainly to prevent market disturbances.

Redersentrale claims to have all the Belgian fleet as members, while the Danish PO includes 75 per cent of all boat owners in the country.

New job at BIM



DR R. A. MEANEY (above), resource development co-ordinator of BIM, has been appointed assistant fisheries development manager of the board. In his new post Dr Meaney will have special responsibility for resource and development operations. He will put into practice a planned policy aimed at expanding fishing through the exploitation of new and existing resources and improving fleet productivity.

Merchant tells trainees: Be patient—the signs look good

GEORGE COULBECK, chairman of the Grimsby Fish Merchants' Association, predicted last week that the British fishing industry would move forward to prosperity once the Government settles on a fisheries policy and sorts out our limits.

Mr. Coulbeck was addressing two groups of trainee fishermen who had successfully completed pre-sea courses with the Department of Marine Studies at the Grimsby College of Technology.

He told the youngsters not to place too much importance on the present rather depressed state of the industry.

"We have always had our problems and difficult times," he told them, "and we have suffered, often for years, but we have always survived coming through the crisis with fresh hope and strength. We have had bad times and good times and so will you."

Mr. Coulbeck cited the dreadful times in 1939 when the Government put all the fish merchants out of business at the outbreak of the last war.

"They told us we were finished, but inside three weeks we were back," he remarked.

Coming onto the present state of the industry, Mr. Coulbeck said one of the contributory factors had been the undervaluing of fish in the past. It is only just beginning to find its proper place in the economy at a realistic and correct price.

On limits and a fisheries policy, he told the trainees that they must expect to see changes in the industry as a result.

The book prize for the top training trainee was donated by Skipper Keith Haron, of *Carlisle*, who as recently as 1974 received the Ross Trophy as the outstanding student at the college.

"I feel," he concluded, "the signs for the future are excellent. It may take two or three years before things begin to run smoothly and properly again, but it will be only by the skills of fishermen, like yourselves, that we shall exist in the future."

"We may have to discover new grounds and there's a wonderful future there — if you're patient."

Mr. Coulbeck was thanked by the head of the department, Capt. S. J. G. Keene. Earlier he had presented course completion certificates to recruits to the multi-purpose and inshore course, and a separate course for recruits to the trawling industry.

The book prize for the top training trainee was donated by Skipper Keith Haron, of *Carlisle*, who as recently as 1974 received the Ross Trophy as the outstanding student at the college.

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July 9, 1978

July 9, 1978

FISHING NEWS

Navigating on a low budget

"WHEN I finish completing my hull, I shall have to get essential navigating equipment before I can start fishing."

"The way things are going I will not be able to afford radio direction finding equipment at first, so I will have to start with the barest minimum. What would you advise me to get?"

Although the primary essentials for navigating have long been held to be lead, log and look-out, there is not much point in streaming a log if you don't know the direction in which you are going. So the first items of equipment on your list should be two compasses.

You will have seen scores of fishing boats equipped only with a single box or small binnacle compass, but I think you would be better advised to carry two — a steering and a hand-bearing compass or the equivalent.

Then you can always take the hand compass up on the foredeck, or wherever there is a minimum of magnetic interference, and check that there is not an excessive amount of error in your steering compass.

Battery

You will find it easier, too, to take accurate bearings with a good hand-bearing compass than with a steering compass not equipped with an azimuth ring and magnifier.

If you were going to complete the hull as an open boat, dispense with electrics and run your echo sounder off dry batteries, a small binnacle compass of a type approved by the Department of Trade and Industry for use in fishing vessels would probably suit you as well as any.

You can either fix such a compass permanently in position or keep it portable so that you can stow it out of the way when not in use.

You can illuminate the card at night with a paraffin lamp in the binnacle or have it illuminated by Betalights.

If you are going to fit a wheelhouse and install electrical equipment for engine starting, lighting and running your sounder, then a dead-beat compass with an electrically illuminated 6in. card would probably be your best answer.

The best hand-bearing compass I have used is an instrument called the Mini-Compass which is obtainable from most nautical instrument suppliers.

It is small, light and incorporates a special infinity prism so that you can see the exact bearing without parallax and irrespective of any movement of your eye in relation to the compass.

It is illuminated by Betalights so that you can use it at night and, if I hadn't any better device for taking bearings at any time of day or night, I would always carry one.

I carry a compass binnacle made by Haplewhite Marine at Great Cornard in Suffolk. It is a 7 x 6in instrument incorporating a compass which enables you to take bearings without taking it from your eyes.

It enables you to fix your position even when you can't see navigation marks with the naked eye.

The compass is illuminated by Betalights and so you can use it both by day and night.

Since you will have to acquire 7 x 50 binoculars anyhow, you will save money by acquiring binocular and bearing compass in a single instrument.

Now back to traditional navigating devices. There are some people with echo sounders installed in their boats who no longer carry lead and line.

Personally, although I have two reliable sounders on board, I always carry a lead and use it frequently.

There are times — when trawling or anchoring — when I want to know exactly what the nature of the bottom is but, good ground displays, the sounders though they are, the sounders will not indicate it precisely. At these times I use the lead.

I also use a lead when crossing bars over which there is little water. When you have only about a metre under your keel, information from a leadline is almost as accurate as that from a sounding pole and more valuable than that which can be obtained from a sounder.

Even if you never cross such bars, you may find a leadline useful for calibrating your echo sounder at times.

So my advice is to get a 7lb. (3.1 kg) lead and an adequate length of plaited, synthetic leadline.

Marks

If you do so, incidentally, it might be a good idea to put metric marks in it — at one and 11 metres, 2 and 12 metres up to 10 or 20 metres according to your requirements.

Unless you are going to need one for trawling or when making long passages out of sight of land, I don't think it would be necessary for you to get or fit a log.

It won't be long before you know by engine revolutions what speed you are making through the water.

If, however, you consider one essential, I should get an electro-magnetic or doppler speed instrument which has no protruding impeller to get fouled or damaged.

As an echo sounder is almost as essential for navigating, as for fish finding,

John Burgess' Log



you will definitely need one. If you are likely to use it as much for navigating as for fishing, an instrument which indicates depths by means of a light, as well as on recorder paper, would prove more economical. You will have to get a barometer and thermometer so that you can make your own local weather forecasts and decide whether you can go to sea or otherwise. And you will need a clock.

Using a watch or stop watch you can determine types of lights and/or fog signals, which is also a must.

You will need a bell, a foghorn and a whistle so that you can make signals as required by the Collision Regulations when navigating in poor visibility. And, of course, you will need navigating lights and signals which comply with the regulations.

You are not likely to need a sextant unless you intend to take an examination which requires you to know how to use one. But you will need to acquire appropriate charts and nautical publications.

Imray's Blue Back and WFA Kingfisher charts are best for both navigating and fishing.

Admiralty chart N. 5011, which shows chart symbols, is an essential requirement and so you will find the Admiralty Pilot for your area and tide tables.

In my opinion you would be well advised never to go to sea without a copy of this almanac on board.

It contains everything you need to know to navigate your boat around the British Isles — tide tables for every major and minor port, list of all lights and fog signals, collision regulations, information on buoyage, wreck marking, distress signals, first aid and many other matters that will concern you as well.

To supplement it, I should get *Olsen's Fisherman's Nautical Almanack* which contains some information of specific interest to fishermen not included in *Reed's*.

To insert positions and lay off courses on charts, you will need parallel rulers and dividers (or patent devices such as Douglas Protractor or Seetel-Luard Course-Setting Protractor), octagonal BB pencils, India rubber and perhaps a magnifying glass.

If you have any money left after purchasing all these items, a radar reflector, a Haplewhite radar detector which enables you to locate radar-operating vessels in your vicinity, a Tannoy speaker which enables you to hear sound signals at greater distances and an inexpensive radio receiver with direction finding facilities might all prove valuable aids to navigation.

machinery and all other types of equipment as well as reconditioned engines.

He still manufactures feathered mackerel and cod casts so it is likely that he can supply secondhand, as well as new, fishing gear.

"Do you know of anyone who deals in secondhand deck machinery, echo sounders, navigating and lifesaving equipment and fishing gear?"

● D. M. Tait, 54 High Street, Fraserburgh, Aberdeenshire, now buys and sells fishing boats and deals in secondhand deck

TANGLE NET EXPERT

ON JUNE 18, in reply to a query about tangle nets and where they are obtainable, I omitted to mention that a staunch advocate of single-walled tangle nets made of fine nylon twine is Kevin Green.

He used to make them himself at Fareham, Hampshire, but now that he is manager at Bridport-Gundry's Beestons Branch in Battery Green Road, Lowestoft, they are made by the company.

If you want information on the finer points of working these nets, he is the man to consult.

Tide tables as well as a list of lights, fog signals are visual time signals are published in *Reed's Almanac* each year.

In my opinion you would be well advised never to go to sea without a copy of this almanac on board.

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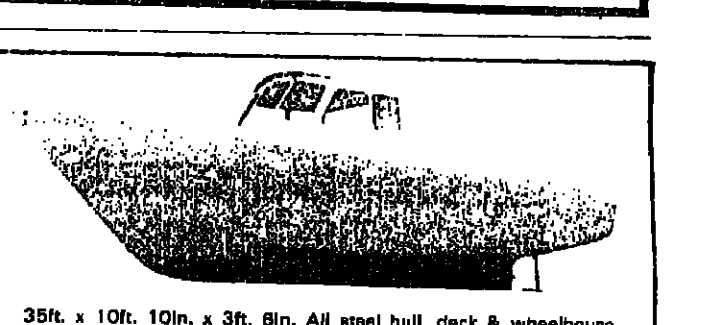
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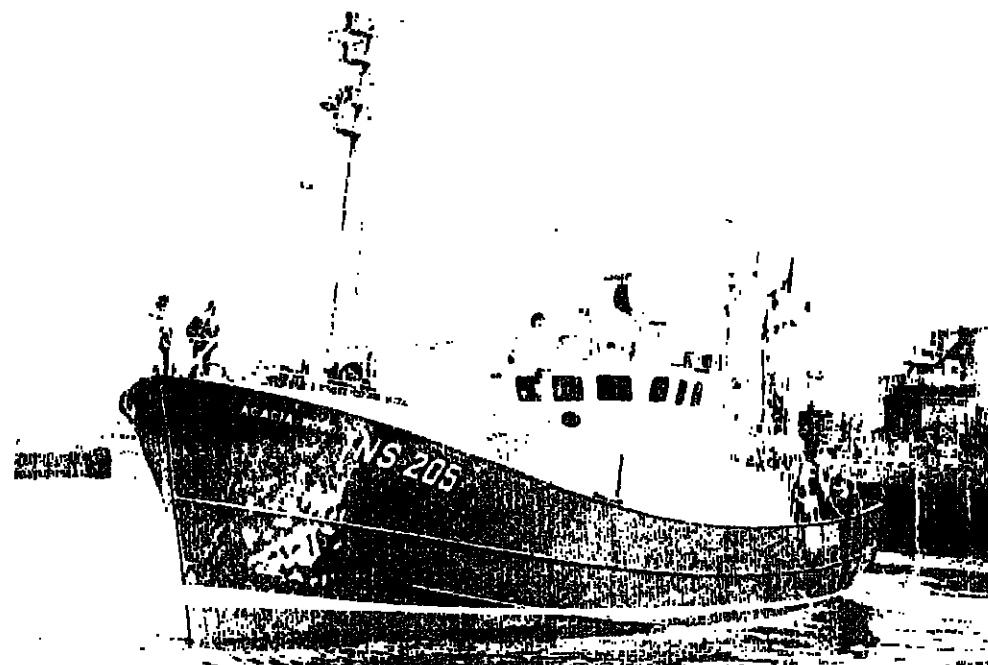
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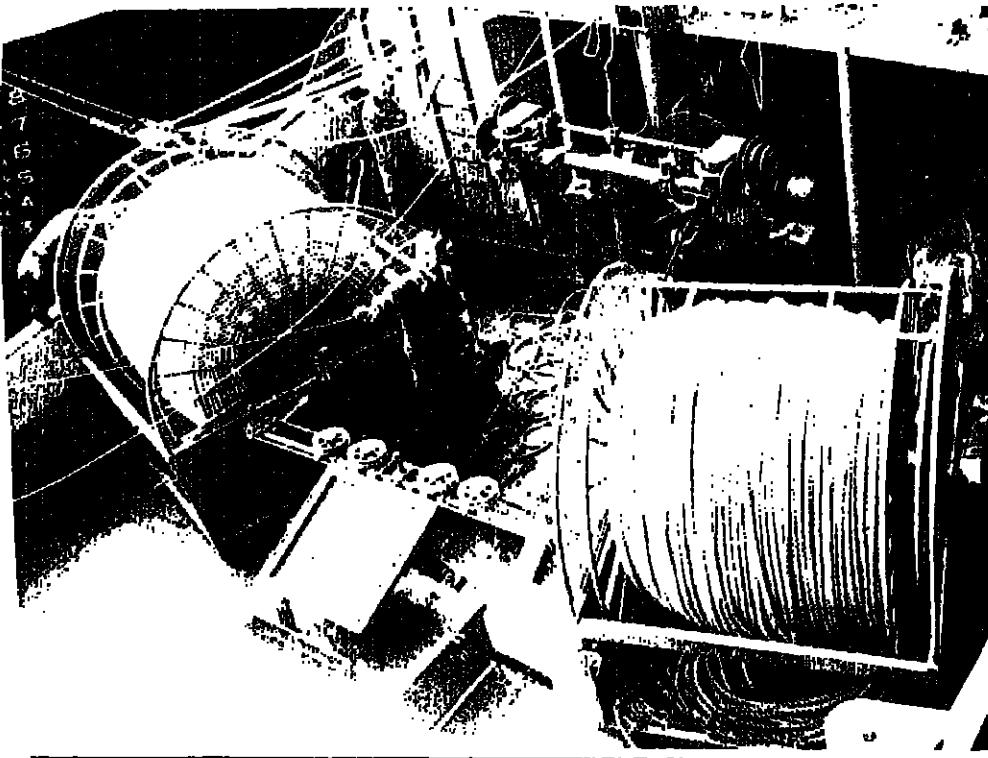


'ACACIA WOOD' DELIVERED

— now Lewis production line slows



Acacia Wood at Aberdeen. She's fitted with Lossie rope storage reels.



THE JOHN Lewis shipyard in Aberdeen has just completed the last but one seiner-boat on its order books due to the lack of demand for fishing vessels.

However, the yard has recently signed a contract to fit out two 86ft. pocket trawlers for J. Marr (Aberdeen) Ltd. They were originally ordered from the Dundee yard of Smith and Hutton, now in liquidation.

During the last eight years, or so, the John Lewis yard has built a very successful series of 86ft. seiner-trawlers, using prefabricated techniques, at the rate of one every two months.

The latest seiner-trawler, *Acacia Wood*, has been built for Skipper Alec Jack of Hopeman and others and will concentrate, for the time being, on seine netting from Aberdeen or Peterhead.

In general design, *Acacia Wood* is similar to other seiner-trawlers from the Lewis yard, with a transom stern, raked stem and an overall length of 86ft. and moulded beam of 22ft.

Tanks have a capacity of 134 tons of fuel oil and five tons of fresh water. Propulsion is by a Mirreles Blackstone ETSL6MGR engine, which develops 637 bhp at 1,500 rpm, and drives the fixed pitch propeller through a 3:1 reduction and reverse gearbox.

Two Gardner auxiliary engines are fitted, and the more powerful unit develops about 127 bhp at 1,500 rpm and drives a Newton Derby alternator plus the hydraulic power-pack for the deck machinery.

The other Gardner engine provides about 100 hp at 1,500 rpm and drives another Newton Derby alternator.

Other equipment in the engine room includes electrically-driven Gilbert

Gilkes and Gordon bilge and general service pumps, plus Worthington Simpson air compressors.

An Andreas Jensen and Sonner seine and trawl winch is fitted below the wheelhouse and is powered by a Dowty variable delivery hydraulic pump driven from the larger Gardner engine.

The two rope storage reels aboard *Acacia Wood* are from the Lossie Hydraulic Co. of Falkirk and are large enough to take about 16 coils of 3/4 in. rope, although at present they are carrying only 13 coils.

Controls are fitted in the wheelhouse and hydraulic power is provided by a Vickers pump on the larger Gardner engine. Lossie Hydraulics also supplied the power block which is driven by the same Vickers pump.

Power is supplied to the rope reels, or power block, via a solenoid switch.

An aluminium gutting shelter is fitted, and the fishroom is insulated with GRP and has a capacity of 120 cu. m. Layout of the deckhouse differs a little from the other Lewis vessels.

The messdeck is arranged at the forward end, below the wheelhouse, and is fitted with a Hotpoint fridge.

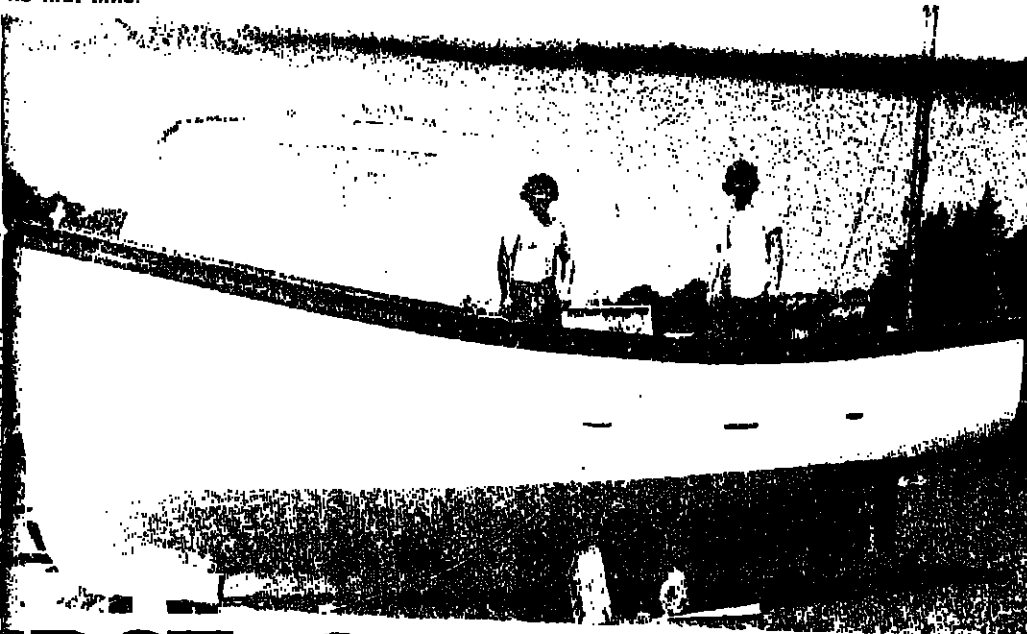
There is a separate galley, fitted with a Kempf 9 kW electric cooker and Heatas water heater.

Electronic equipment in the wheelhouse includes 'Sailor' T122 R105 radio telephone and 'Sailor' VHF set; Kelvin Hughes MS4 echo sounder; Atlas 700 fathometer; Kelvin Hughes Minch Watchkeeping Receiver; Audix Intercom system and Decca 450 autopilot. RM914A and 050 radar, 350° Track Plotter and Mk.21 Navigator.

Also fitted are a Wynn's window wiper, Tenford H115ESG steering gear, a Bostrom skipper's chair and Morep perforated rubber matting. The wheelhouse is aluminium and Chalmitt rubber-cased floodlights are also fitted.

Now under construction in the Lewis shipyard is *Yard No. 402*, which will be another seiner-trawler for Scottish owners.

Owners of *Bin Lelu* wait for incoming tide to float her on first time.



FIRST CYGNUS '26'

Flushing fishermen, Johnny 'Squelcher' Wallis and John Moore, decided on a new boat they didn't own. Only five weeks after obtaining the building of their new 26-footer from Cygnus, they have a completed boat built with their hands.

Work was done in a shed at a boatyard in Cornwall. Decks are of marine ply sheathed and the forward wheelhouse is constructed of marine ply panels.

The engine is a Leyland Thornycroft 154 diesel, giving 45 hp at 2,500 rpm. This drives through a gearbox with a 2:1 reduction ratio to a three-blade propeller. The new boat, named *Bin Lelu*, will be used for both hand and long lining.

Bin Lelu, the second hull out of the mould, was bought complete with transverse and longitudinal frames, engine beds and beam shelf moulded in. This cost £2,300 against the price of the bare shell, £1,850.

Main dimensions of the boat are: length, 26ft.; beam, 9ft. 6in. and draft, 3ft. 3in. Displacement is 6.5 tons. Seven 26ft. hulls have been moulded so far, with one going to Ireland and two each to France and Sweden.

Cygnus Marine is due to complete fitting out its first 26-footer at the end of this month. WFA-approved, she will cost £10,600 and go to a Combe Martin, North Devon, owner.

One-man yard's 'on spec' boat

NEARING completion at the one-man Appledore yard of T. Waters & Sons is a wooden fishing boat.

This 18ft. boat is of the type which were used in large numbers on the North Devon coast for single-handed fishing.

The clinker-built hull has a beam of 8ft. 7in. and a draft of 1ft. 6in. The keel is of English oak, as are the timbers and ribs. The planking is in mahogany.

A Lister 15 hp air-cooled diesel is fitted which makes a simple installation. The boat has been built over the winter 'on spec'.

Below: the oak and mahogany 18-footer under construction at the Waters yard, Appledore.

THE fishing industry is still trying to come to terms with the new regulations, but now there has come a new warning that even stiffer standards may be introduced.

The warning came from Clinton Davis, Under Secretary of State for Shipping, in a speech he gave to the National Union of Seamen.

Although obviously aimed at the Merchant fleet, past experience has shown that this will include the fishing fleet.

Now that the Government have taken control over fishing boats over 12 metres long, it becomes a simple matter to extend that control by the introduction of new or modified rules.

Mr Davis' speech included the following: "I want to be given far wider powers to deal with all aspects covering safety of life at sea. At present too many of these matters can only be dealt with on an advisory basis."

"My Department has identified a substantial number of Merchant Shipping Notices which I believe ought to be given the force of law."

"The speech didn't go on to explain in which areas safety rules might be extended, and for this we shall have to wait and see, but don't think that the existing rules are final. They are just a start."

One probable extension will be in compulsory training in the use of lifesaving equipment; how to use liferafts and firefighting equipment.

Whilst agreeing with the necessity of this training on merchant ships, where many of the crews are technicians rather than seamen, the position with fishing boats is very different. By the very nature of their work fishermen are seamen, well versed in the ways of the sea.

Let's hope the Government does not take the lowest standard of competence as the basis for any training standards. If training is necessary for fishing boat crews, then let's have this based on the experience of fishermen not merchant seamen.

There is a need for fishermen to know how their liferaft works and demonstrations organised at fishing ports could help here. Flare manufacturers, Schermuly, are taking a similar initiative with yachtmen in organising demonstrations of their flares, showing how they are fired and what they do.

safety at sea

The only snag here is that, as the object of Schermuly's steel beams and a steel dock of the flares and there are several.

Smoke generators are of little use in strong winds because the smoke disperses too quickly. Parachute flares are often advertised as being visible for up to 30 miles. So they are if someone happens to be looking directly at the point where it is fired and weather conditions are good.

A much more realistic range to quote would be 10 miles, which might prevent people firing off their flares when there was no chance of them being seen.

What is the requirement for increased standards of safety? If even one casualty occurs, you could say that there is a need to improve safety standards, but it must be accepted that there are risks inherent in going to sea and, particularly, in fishing.

Fishing can never be made completely safe and, in fact, casualties to commercial fishing boats have shown a welcome decline over the past year.

In 1974, the Coastguards were involved in 387 incidents involving fishing vessels. This figure was reduced to 377 in 1975 — a small but hopefully significant decrease.

The effect of the safety rules introduced last year can

be seen inside the boat. Two steel bulkheads have been fitted at either end of the engine compartment and steel beams and a steel dock of the flares and there are several.

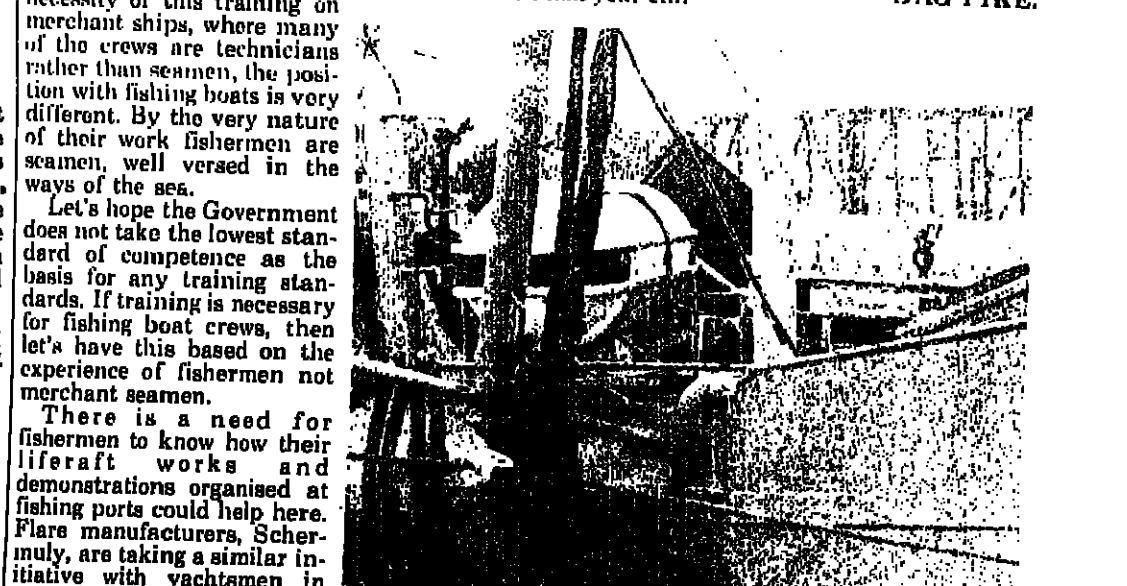
These bulkheads will prevent a fire spreading, but I wonder what effect they will have on the life of the boat. These bulkheads are fastened to the oak frames and extend right down into the bilges. Oak is recognised as having a corrosive effect on steel as the steel in the bilges will also corrode with water lying there.

On a steel boat any bad corrosion can be made good fairly easily by welding. On a wooden boat welding is out of the question anywhere near the timber members.

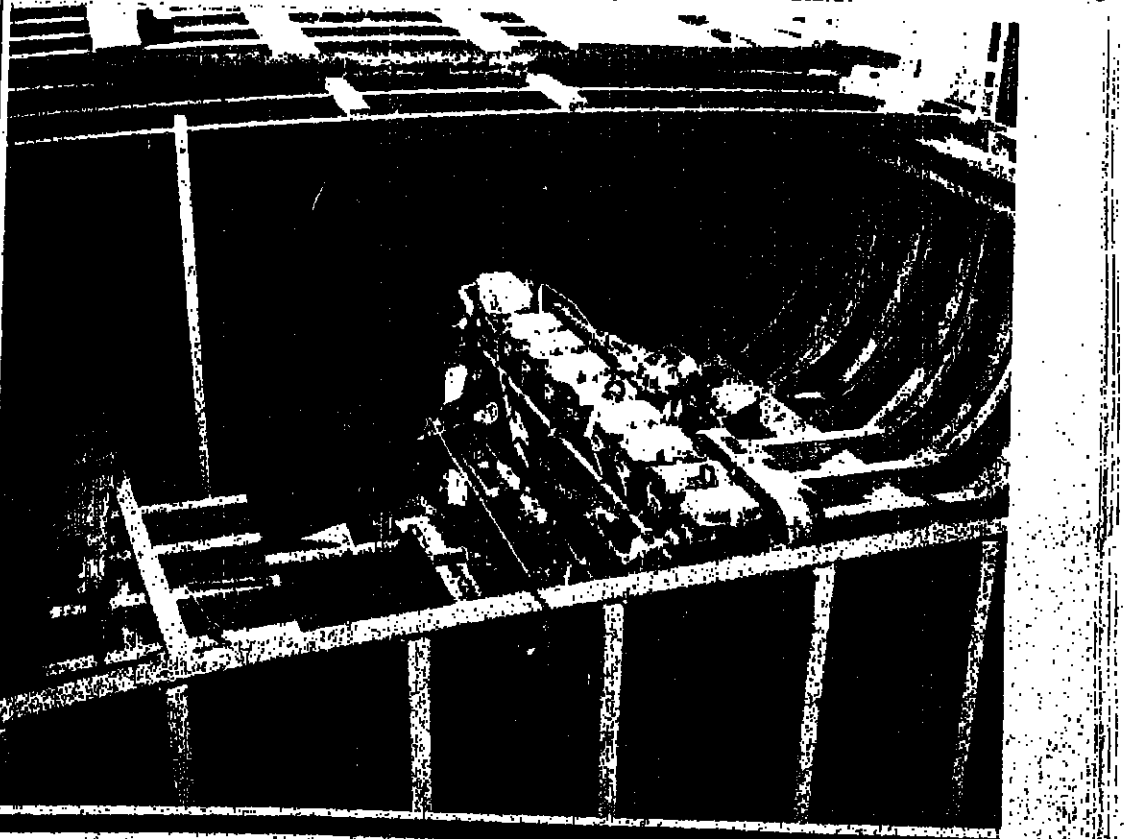
This is another case where an apparent improvement in the safety of a boat may, in the long term, have other effects which could adversely affect the safety. In its hurry to introduce the safety rules, the DTT didn't really stop to think about long-term effects such as this, and if the rules are to be extended in the future, let's hope that there will be much more consultation.

This should not just be with official bodies, but with people who actually do the building and maintenance of fishing boats and those who use them. Practical rules are what's required.

DAG PIKE.



Above: these liferafts are not very well placed for a vital launching. Below: steel bulkheads in the Hink's yard's 60ft. crabber. Will these be a problem in the future?



Important message to British fishermen

F. R. Kitchen Hydraulics Ltd. are now servicing HYDRAULIK BRATTVAAG deck auxiliaries in the U.K.

Owners of vessels equipped with low pressure hydraulic deck auxiliaries from A/S Hydraulik Brattvaag of Norway, have been used to turn to Humber St. Andrews Eng. Co. Ltd. in Hull for service and parts for their gear. Unfortunately, for both our U.K. customers and us, this well established company have decided to withdraw from business.

We regret, but respect their decision, and take this opportunity to thank them for a splendid job through the years. However, F. R. Kitchen Hydraulics Ltd., Hull, have taken over as our service representative to the fishermen of U.K. We know that they will perform

to the best of their ability to give you quick and competent service, being specialists on all sorts of hydraulic equipment. So, take care to note their address: F. R. Kitchen Hydraulics Ltd., Albert Dock East, HULL, HU1 2DN Tel.: 0482/28 578 Telex: 62 584

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Whimbrei — latest in a steady stream of Yorkshire cobles.

Cobles keep on coming.

THERE seems to be little let up in the demand for small inshore vessels along the Yorkshire coast.

The yard of C. A. Goodall at Sandesend, near Whitby, has built a steady stream of traditional Yorkshire cobles in recent years and has just completed yet another.

Named *Whimbrei*, she has been built to the order of Messrs. Bulmer and Thomas of Redcar, who will use her for potting, lining and salmon fishing.

She is 29ft. long, with a beam of 9ft. 8in., and is an open coble of larch on oak construction.

The engine is a Mercedes diesel, type OM314, which develops 80 hp at 2,800 rpm to drive the 19in.

diameter Galm propeller through a hydraulic gearbox of the

To allow for any possible flexing of the beam, a flexible shaft for the propeller and tailshaft is fitted.

Morse single-shaft control is fitted, and a PNE. Duerr HW pump driven off the engine crankshaft.

SDR 502 echo sounder in a box below the engine.

Whimbrei carries 100 gallons of fuel oil and 200 gallons of water.

Fitted.

Recalling some of the stories which appeared in our columns this week 50 years ago.

JULY 10, 1926 FISHING NEWS brings out first copy after the General Strike which stopped publication of eight issues.

WHEN the coal strike is finally settled, it is believed that several Aberdeen fishing boats will transfer to Fleetwood as large numbers of German vessels are landing at Aberdeen.

50 years ago

Liferaft to carry 195 people is launched at Ramsgate. Named *Prudential* she is an £8,500 gift from the Prudential Assurance Co.

BOSTON Deep Sea Fish & Ice Co. declares a loss of £11,346.4s.7d. for the past 12 months.

THE most picturesque part of old Folkestone will disappear if the town council approves a scheme to demolish 71 houses and other buildings in the fish market area.

1,500 tons of foreign coal is landed at Fraserburgh to sell for 66s. per ton. NEW type of motor

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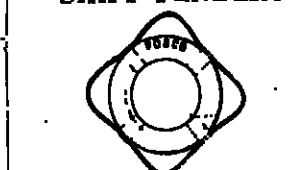
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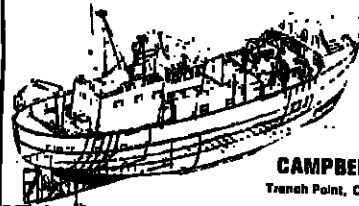


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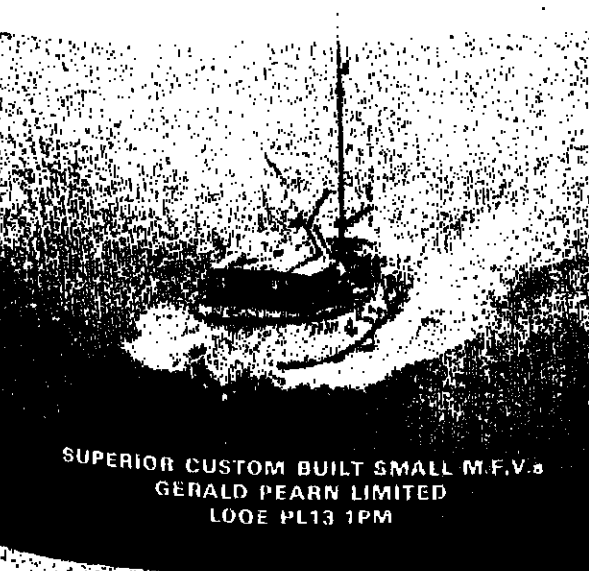


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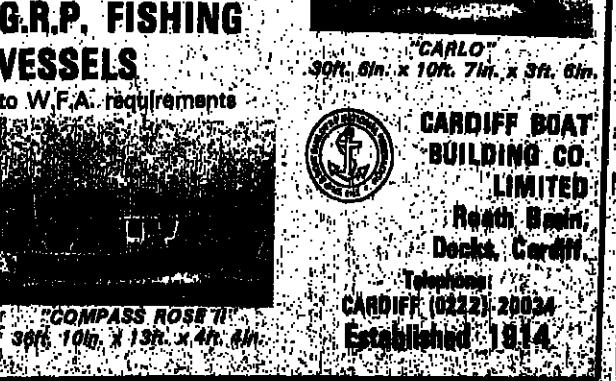
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1974, auxiliary 12hp Petersen, 18hp power block, steel masts and
deckwork.
Equipment owned: Elac echometer, Wozson's clipper 100 R/T, Elac
fishlamps, Decca 101 radar.
The vessel has been well maintained and is fully fitted for seine net
fishing. Clear included 24 coils of seine net ropes purchased in
February 1976 and three seine nets. The vessel may be inspected in
Peterhead harbour by arrangement with Caley Fisheries Group Ltd.,
11 Harbour Street, Peterhead. Telephone: 2414 - with whom offers
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FOR SALE BY PRIVATE BARGAIN

MB "RAMBLER ROSE" (BCK7)

Built of wood by Richard Irvin & Sons Ltd., Peterhead in 1946.
Overall length 61 ft. 6 in., breadth 17 ft. 6 in., registered length 60 ft. 6 in.,
21 ft. 6 in. Tonnage 48.86. Gardner 813 engine 1500hp installed 1962.
Petersen one cylinder auxiliary engine, Lismouth trawl winch. On
hull Macdonald radio, Kelvin Hughes VHF, Kelvin Hughes
MS4 echometer, Kelvin Hughes type 17 radar, Decca mark 12
Navigator. Vessel is equipped for white fish trawl and can be
inspected in Fraserburgh harbour by arrangement with:

RICHARD IRVIN & SONS LTD.
Shore Street, Fraserburgh. Telephone: 3102
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Official and Classified ADVERTISEMENTS

Continued from page 14

VESSELS FOR SALE

**FOR SALE BY
PRIVATE BARGAIN
M.B. "ROTCHE"
(FR. 965)**

Length overall 66.4 ft., registered
58.5 ft., breadth 18.6, depth
8.1 ft., tonnage gross and net
38.85. Built J. & C. Forbes,
Sandhaven 1942. Fitted with
114hp Gardner engine 1981,
Mastra roller/trawl winch,
Beebles roller, Cartron 1800,
power block, D202 radar, Kelvin
Hughes echo meter, Sailer R/T,
Hughes VHF all boat's property.
Decca Navigator Mk 12 on hire.
Fishing gear includes trawl
warps, two sets prawn doors,
prawn trawl and complete seine
net outfit. Vessel maintains
fishing Malaga.

**MFV "MAGDALENE ANN"
(FR. 965)**

Built Noble, Glasgow 1960,
registered length 39 ft. 6 in., overall
40 ft. x 16 ft. x 8 ft. 6 in.,
1700hp, 1500hp Decca gear cylinder
5000rpm with 2.1 hydraulic gearbox,
withehouse aft, accommodation
forward. Equipment owned main
radio and VHF, Decca radar, radio,
winch, all fishing gear included in
sale. Open to survey and trial, fishing
trip. £12,000 for quick sale.
Telephone: Lowestoft 98940.

1966 DUPON beam trawler, 74 ft.
6 in. x 10 ft. 4 in. x 9 ft. 4 in., steel
construction, approx 68 tons gross,
1967 (overhauled 1971) five-cylinder
Kronhult diesel engine type F240,
2000hp, bravo gearbox, reduction
2.5:1, six berths, all wheehouse, fish
winch, Becker radio telephone, two
sonar, deck wash and idge pump.
Telephone: 01 568 3221. Mr. Lea.

24 ft. MFV motor, Lister diesel
200hp, new shaft and propeller,
1966, 7 Reppersfield Road, Brege,
Helsin.

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MFV 30R, 10 ft. x 3 ft., forward
wheehouse, fish deck, capstan,
VHF, Ford 61 96hp, PRM four box,
all gear with trial. Telephone: Milford
on Sea 2544 evenings 7 p.m. - 8 p.m.

MFV "Good Intent", 29 ft. x 10 ft. x
8 ft. 6 in., Perkins 72 decked, 20
hp, electric, mizzen, VHF, capstan,
hydraulic net line hauler, Koden
sonar. Telephone: St. Ives 7404.

FOR SALE BY PRIVATE BARGAIN

MB "DUNCAIRN" PD.477

Built of wood by Richard Irvin & Sons, Peterhead in 1954.
OVL 73 ft., R/L 66 ft., D. 8 ft. 6 in., B. 17 ft. 6 in.
Gross tonnage 64.11. Net 40.29.
1500hp Gardner engine completely overhauled in 1975 and fitted with
new crankshaft in 1976, gearbox, host-shafting and fishing renewed in
1974, auxiliary 12hp Petersen, 18hp power block, steel masts and
deckwork.
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